

EMERGENCY VEHICLE OPERATOR

Introduction, Motivation, Expectations
Module 1



Revised 9/9/2021

COURSE ADMINISTRATION

ENROLLMENT AND DOCUMENTS



- Finalize registration
- MFRI online registration and ELMS Canvas
- Driver's License & History
 - Need a photocopy of current non-provisional driver's license
 - Need a non-certified copy of motor vehicle record
- Class Contact Roster
 - Verify the pre-printed information and fill in the blanks

COURSE ADMINISTRATION

ATTENDANCE



- Sign-in – EVERY class
- Every session is mandatory
 - Any deviation from on time attendance for every session must be discussed with the lead instructor
 - Accommodations for absences – rare and at sole discretion of the PSTA
- Refer to the syllabus
 - For session dates
 - For session times – note night driving sessions
 - For session topics

COURSE ADMINISTRATION

SUCCESSFUL COMPLETION



- MFRI ELMS Canvas assignments
- MFRI Written Exam
 - 70% is passing
 - Pre-Trip
 - Vehicle Systems
 - Safe Driving Principles & Laws
 - Based primarily upon the textbook
- Practical Exercises
 - Pre-trip inspection
 - Air brake familiarization
 - Road behavior evaluation
 - Obstacle course



PROGRAM GOAL



To provide each driver/operator with the basic skills and knowledge required to safely, efficiently, and effectively operate light and medium vehicles

PROGRAM GOAL



- What this program does not do:
 - ✗ Teach you how to drive
 - ✗ Teach you everything you need to know
 - ✗ Make you read all applicable policies or directives
 - ✗ Authorize you to drive an emergency vehicle

Individuals must take personal responsibility to expand upon the information and skills practice received in this course.

MOTIVATION



- Apparatus operators make more independent decisions than any other member of the crew
 - Pre-response
 - In transit
 - Arrival
 - Operating
- Apparatus is the most valuable asset placed under your control
- Apparatus has the potential to cause unlimited liability personally and professionally



PUBLIC IMAGE

MCFRS & THE WASHINGTON POST



August 2004

Emergency Vehicle Crashes Worry Montgomery Officials

Firetruck, Ambulance Accidents Raise Insurance Rates

By TIM CRAIG
Washington Post Staff Writer

Drivers of Montgomery County firetrucks and ambulances continue to be involved in what officials regard as an alarming number of accidents, causing insurance rates to skyrocket and forcing new policies designed to slow response times to some calls.

In a stern department-wide e-mail last month, prompted by four accidents within a 26-hour period over the Fourth of July weekend, Thomas W. Carr Jr., chief of the county's career firefighters, said

the drivers' performance was placing the public and fire and rescue personnel at risk.

"I am sitting in my office on July 4 thankful that I am not in the throes of planning a firefighter funeral or assisting a civilian family with their grief," he wrote. "We must break the chain and we have to do it immediately and that may take radical action. I am prepared to take action."

He added: "I am afraid we continue on the path to catastrophe."

No details about the recent accidents were available yesterday, but Carr's e-mail indicated that there

were no injuries.

In May 2003, The Washington Post reported that Montgomery firetrucks and ambulances had been involved in 1,100 accidents in the previous five years, doing so much damage to the fleet that the department risked losing its insurance coverage.

Departmental reviews of the most serious accidents, including crashes that left one motorist dead and more than a dozen injured, found that many could have been avoided had drivers slowed before

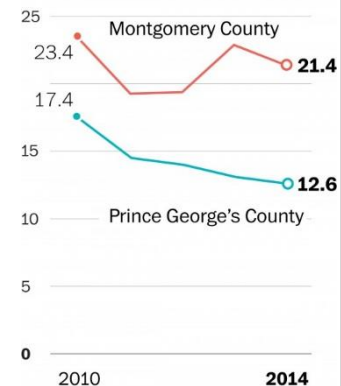
See FIRETRUCKS, B4, Col. 5

November 2015

A leading killer of firefighters: crashing the truck on the way to a call

Accidents involving ambulances and fire trucks

Per 10,000 calls



Source: Montgomery County Fire and Rescue Service, Prince George's County Fire and Emergency Medical Services Department
THE WASHINGTON POST

PUBLIC IMAGE

MCFRS & FIREHOUSE MAGAZINE



This article was written by Matthew Mosk of the Washington Post, titled “Montgomery Fire, Rescue Crashes Rise.” Drivers of Montgomery County fire trucks and ambulances have had more than 1,100 accidents in the last five years.....Service is at risk of losing its insurance coverage. Montgomery has received warnings from its insurance underwriter. Departmental reviews of the most serious accidents, including crashes that left one motorist dead and more than a dozen injured, have found that many could have been avoided had drivers slowed before entering intersections or followed proper procedures as they responded to emergency calls. Montgomery Officials have known for at least three years that their department’s driving record was deficient and that the numbers have been getting worse-up from 154 crashes in 1997-98 to 217 in 2001-02. The county’s underwriter, Volunteer Firemen’s Insurance Services Inc., has charged progressively higher premiums each year since 2000. In 2002, premiums rose 18 percent to \$1.2 million. With accident costs still rising in December, the fire chief sent a bulletin...”due to the high number of claims.” “A major component of this problem is the number of preventable collisions we are currently experiencing,” the chief wrote.

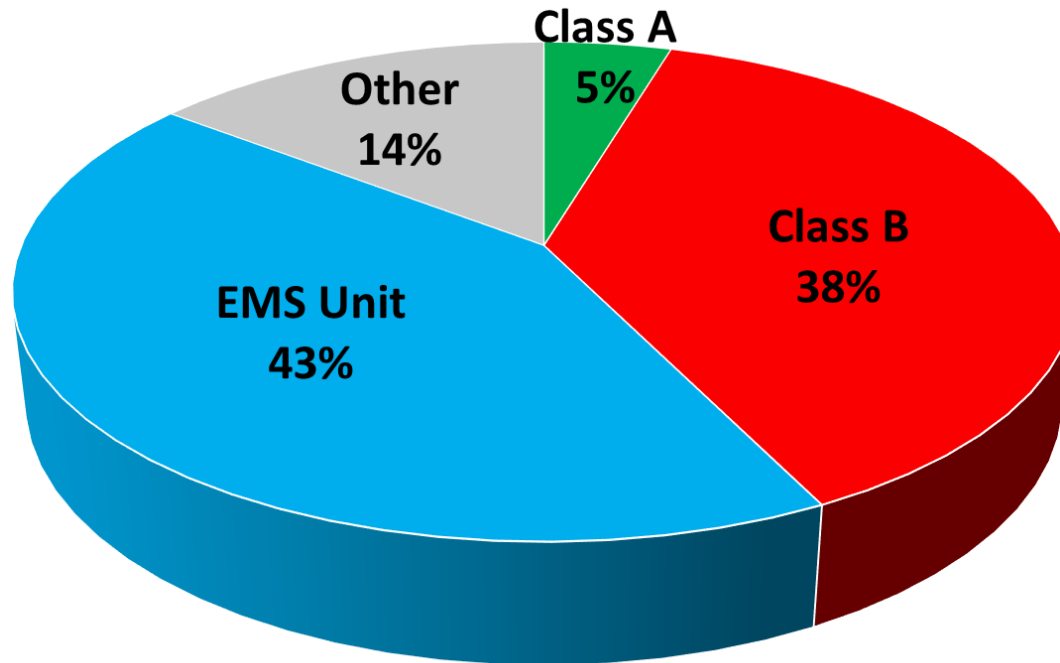
November 2003
Excerpts from
Michael Wilbur’s
Emergency Vehicle
Operations column

HISTORY MONTGOMERY COUNTY



STATISTICS

COLLISIONS BY VEHICLE TYPE – 2013-2015



THE COST OF CRASHES



- Delay help to original incident
- Create a second emergency
- Damage to vehicles and property
 - Loss of use of apparatus
- Cause injury or death
- Effect public image
- Subject you and the organization to lawsuits
- And it isn't all about you.....



Poor customer service!

WHY DOES EVOC EXIST?

§ 11-118 EMERGENCY VEHICLE – DEFINED



"Emergency vehicle" means any of the following vehicles that are designated by the Administration as entitled to the exemptions and privileges set forth in the Maryland Vehicle Law for emergency vehicles:

- (2) Vehicles of volunteer fire companies, rescue squads, fire departments, the Maryland Institute for Emergency Medical Services Systems, and the Maryland Fire and Rescue Institute;
- (3) State vehicles used in response to oil or hazardous materials spills;
- (5) Ambulances; and
- (6) Special vehicles funded or provided by federal, State, or local government and used for emergency or rescue purposes in this State.

WHY DOES EVOC EXIST?

TRAINING REQUIREMENTS



§ 16-102. Persons exempt from licensing requirements

(b) Regulations.

(1) The Administration shall adopt regulations that establish *mandatory training and testing requirements* that a political subdivision that operates a fire department, rescue squad, emergency medical services unit, or volunteer fire department must implement before the political subdivision may authorize an individual to operate an emergency vehicle in accordance with subsection (a)(12) of this section.

PRACTICAL SKILLS



PRACTICAL EXERCISES

PRE-TRIP



- PAGES – Pre-Trip Inspection
 - The candidate will explain the purpose of and perform a pre-trip inspection on the vehicle.
 - The pre-trip inspection will be completed in accord with Maryland Commercial Motor Vehicle Guidelines.
 - Pre-trip Study Guide is available on the Driver Training website

PRACTICAL EXERCISES

PIVOT POINT AND PARALLEL PARKING



- Students become initially familiar with the dimensions and pivot points of the vehicles
- Vehicles differ due to steering cramp angle, wheelbase, number of axles, and vehicle width

Where does this vehicle pivot?



PRACTICAL EXERCISES

OBSTACLE COURSE



- Purpose is to familiarize you with the turning characteristics, dimensions, and visibility of fire department vehicles
- Performed under ideal conditions in a controlled area
- Similar obstacles in the “real world” require greater assessment and pose much greater consequences if you make a mistake
- Focus on vehicle position, proper hand and body position in the cab, and mirror use
 - Learn to set yourself up for the next move
 - Gain depth perception and blind spot awareness
- Successful completion:
 - Zero cones struck
 - <10 minutes

PRACTICAL EXERCISES

OBSTACLE COURSE



- All students and instructors on the course must wear high-visibility attire
- No students on the course unless driving or spotting
- Speeds below 15mph
- No horseplay, reckless driving, or other unprofessional behavior will be tolerated
- No use of portable electronic devices within the course area – pay attention to your surroundings

The cone course area is IDLH – respect it as such

PRACTICAL EXERCISES

OBSTACLE COURSE



- Dress appropriately for the weather – you will be outdoors for extended periods
 - Wear layers to adjust to your environment
- Stay hydrated and nourished
 - Bring a water bottle
 - Meal breaks are generally one hour
- If you see something – say something
 - Alert the instructors to safety issues
 - Alert the instructors to mechanical issues on the vehicles

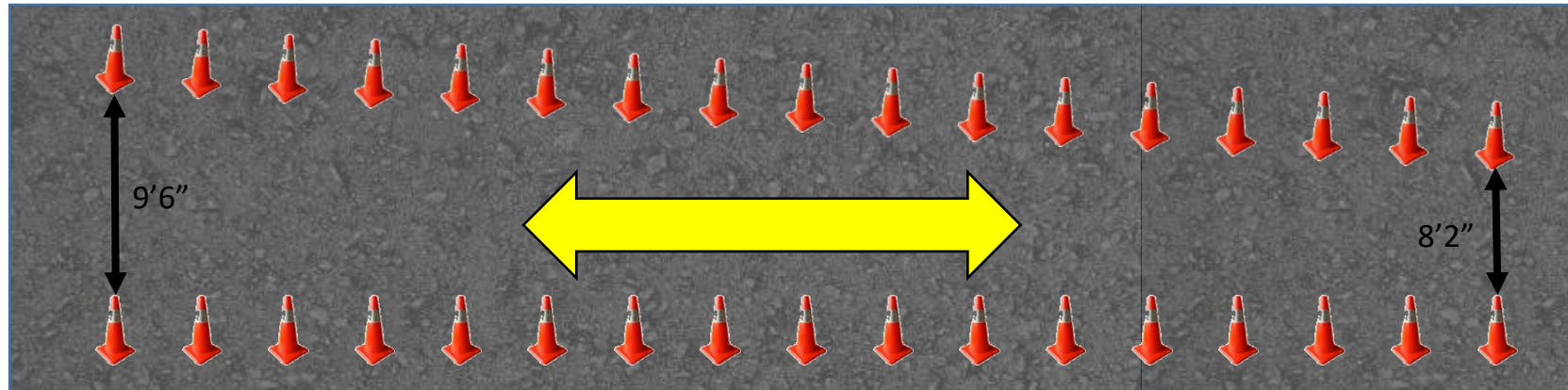
PRACTICAL EXERCISES

DIMINISHING CLEARANCE



Helps the student to:

- Steer in a straight line while moving forward and backward
- Judge vehicle width as clearance changes



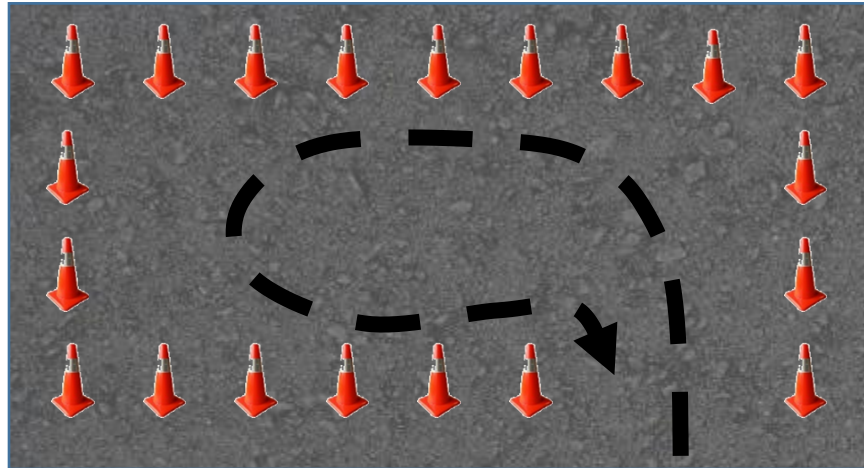
PRACTICAL EXERCISES

CONFINED SPACE TURNAROUND



Helps the student to:

- Develop skills to turn around in narrow spaces
- Refine vehicle positioning to minimize backing



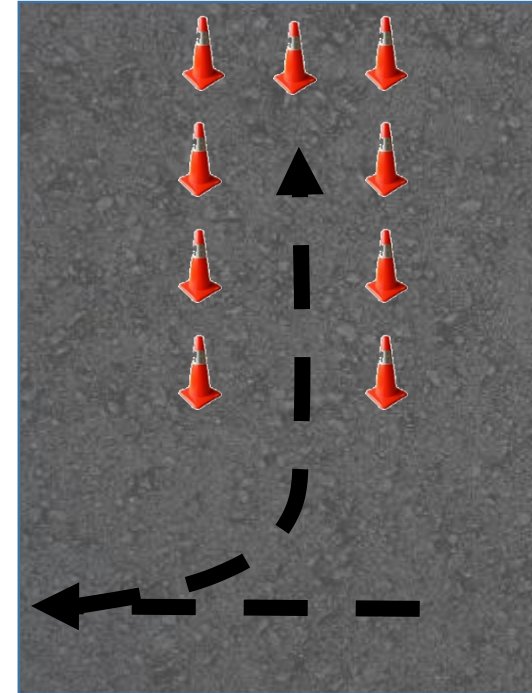
PRACTICAL EXERCISES

ALLEY DOCK



Helps the student to:

- Position for backing into a defined area or bay
- Improve depth perception and locate the apparatus tailboard
- Encourage use of both mirrors
- Develop backing in a straight line

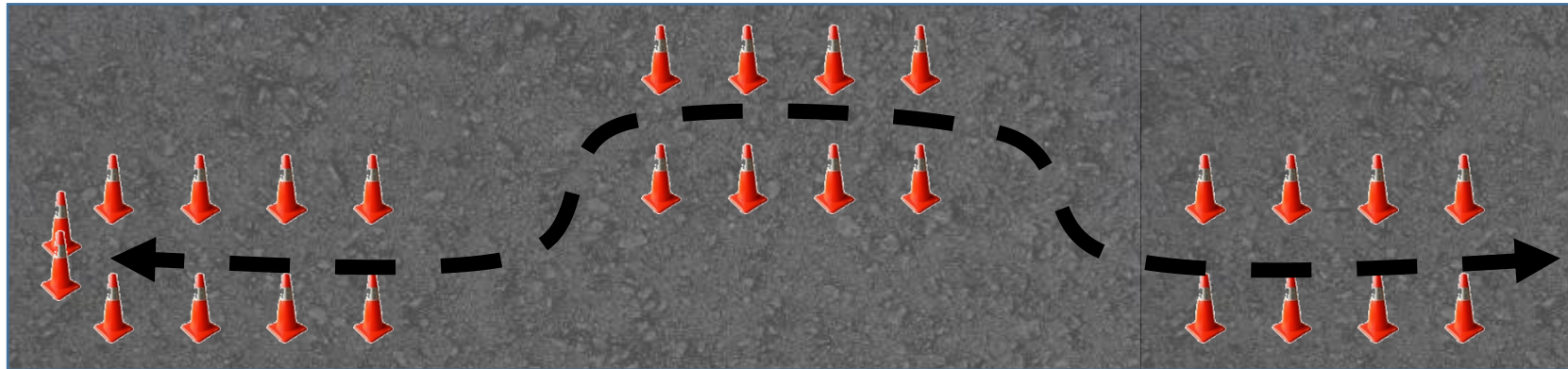


PRACTICAL EXERCISES

OFFSET ALLEY

Helps students to:

- Refine vehicle pivot points and develop precision positioning
- Learn vehicle dimensions
- Monitor multiple contact points on the vehicle at one time



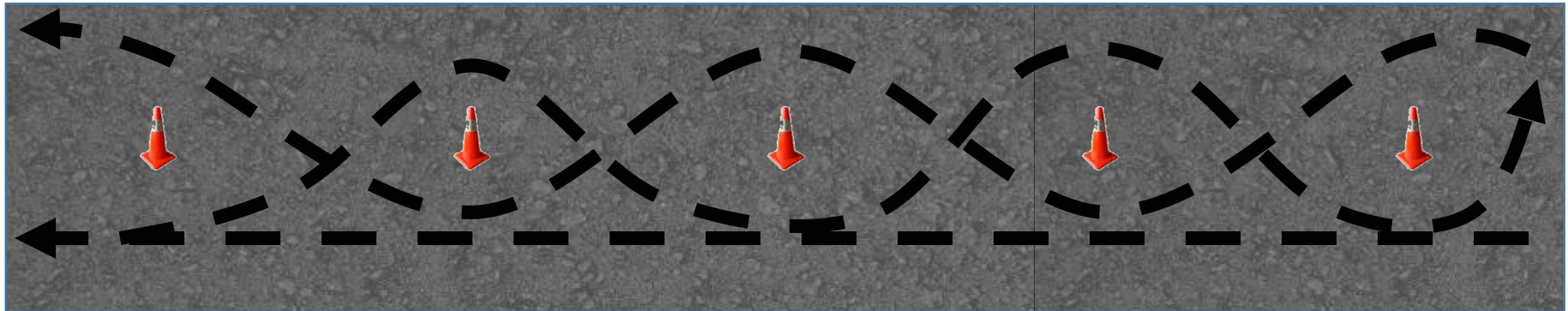
PRACTICAL EXERCISES

SERPENTINE



Helps students to:

- Refine pivot points while in continuous motion
- Reduce over-steering
- Switch smoothly between mirrors



PRACTICAL EXERCISES

PUBLIC ROADWAY – DRIVING BEHAVIOR



- Students will be exposed to a variety of road types, times of day, and traffic conditions
- Students are evaluated on:
 - Pre-departure checks
 - Steering control
 - Smith System application
- Conducted during daylight and night
- Ties together the knowledge and skills reviewed in the course

SUMMARY



- This class teaches skills and knowledge that should remain with you for the rest of your fire service experience
- Operating emergency vehicles is one of the most dynamic tasks you will do
 - high frequency/high risk
- The apparatus is a rolling billboard for the fire department – what message do you want to send?

For next class – you must bring a non-certified copy of your driving record.